

of 1920 during the "outlaw" strike of that period.

There is no doubt that President Harding is hoping against hope that before any untoward measures are taken upon the government the operators and the men will find some excuse for getting together, thus saving the Administration the embarrassment of handling a situation which every one realizes is charged with dynamite.

It is known, too, that the President's advisers are far from being in accord as to the policy "wait and see" waiting policy. A Cabinet member asserted rather flatly to a group of newspaper men today that if he were the Chief of this country he would not hesitate a moment before taking steps to relieve the situation.

"But I am not the court of last resort on this question," he said. "Many elements have to be taken into consideration, and I am not able to tell you what will be the outcome."

Legislators Criticize Executive

There is considerable criticism of the Administration on Capitol Hill for waiting what is regarded as too long a time for action when the needs of the country for next winter are considered.

Numerous telegrams reached Senator today calling for a growing shortage of coal. Senator Willis, of Ohio, received a telegram from Marysville saying the water plant was threatened with a shutdown because of lack of coal. Senator Cummins received telegrams from Des Moines and Dubuque telling of shortage of coal for public utilities. Some Illinois cities are making like complaints.

President at the discussion with Secretary Hoover today were Commissioner Aitchison of the Interstate Commerce Commission, Mr. Esterline of the Department of Justice, Director Smith of the Geological Survey and Acting Director Holbrook of the Bureau of Mines for the Department of the Interior, the representatives of the coal operators, the representatives of the American Railway Association and Mr. Davis, director general of railroads. Mr. Bochs was elected chairman of the operators' committee.

General Dugan's opinion on the Hoover plan follows:

"As I understand it your plan is to form associations under your direction to take over the production of coal to meet the emergency distribution and stop profiteering, and at the proper time you intend to apply to the Interstate Commerce Commission to promulgate rules governing coal distribution during the existing shortage, to the end that the available equipment can be placed at mines affording the greatest opportunity of service and willing to charge for its coal no more than is fair and just."

"As between two mines whose output is the same, your plan would favor the mine which has the lowest cost of production, and the mine which has the highest cost of production would be forced to sell its coal at a price which would be obtained, however unwarranted and extortionate the price may be. You have no purpose other than to promote the welfare of the coal industry by organizing a plan of distribution designed to maintain national life itself and to restrain extortion by the stern hand of repression. The plan would have both operators and miners furnish statistics along the lines just mentioned, thus enabling you to place before the commission from time to time whatever information is necessary to enable it to give proper and intelligent directions."

"In this acting you intend to represent the commission as one of the designated agencies, or to go before it in any other capacity, whichever method meets with its approval. In view of all these conditions causing the present emergency, and the result of which is to disrupt and demoralize interstate commerce, you inquire whether the plan you have outlined is a proper exercise of the authority exists for its adoption and enforcement."

Holds Plan Is Entirely Legal

"In my opinion the plan is entirely legal. I fail to see wherein any law of Congress could be violated, and the interests of the public are deserving of paramount consideration, and I have no misgivings in giving it my unqualified approval. Moreover, I feel convinced that full and ample authority exists for its adoption and effective enforcement. If the Interstate Commerce Commission finds the existence of an emergency, and the inevitable that body has ample and unquestioned authority to provide such rules and regulations as will enable the plan you suggest to be carried into operation."

"In concluding I want to say that I have no hesitancy in advising you that, in my opinion, where and when an emergency exists, the government has the right to take such action as it deems necessary to meet the emergency and in the transportation of the mails and when the price of coal for such purposes and for the general necessities of the people has been unjustifiably and unreasonably increased by operators who produce a large supply, associations such as your plan contemplates, to act with the government agencies to meet the emergency, emergency, more equitably to distribute coal and to prevent extortion in the price thereof, while acting with and under the government for the purposes aforesaid, are legal and do not violate any provision of the so-called Sherman anti-trust law or any other federal law."

Carrying out such plan for the sole purpose you propose all persons, firms or corporations chosen by government agencies to assist you, as long as they act in good faith to carry out such plan with and under government agencies and not otherwise, will violate no law of the United States."

Mines Resume Work in Penna. And Illinois

Militia Guarding Operations in Keystone State While Operators Negotiate With Men to Reach Settlement

End of Strike Is in Sight

Activity in Springfield District; Union Head Demands Adjustment Now

EBENSBURG, Pa., July 24.—Production of coal in mines affected by the strike was resumed in this region today under the scrutiny of Pennsylvania National Guardsmen, a number of companies reported.

Mines at Colver, Revloc and Windber, and five big plants of the Bethlehem Mines Corporation, either resumed operations in full or took on additional men, it was officially stated. Cavalry men and machine gunners of the state forces are located near all of the mines.

Special Dispatch to The Tribune

JOHNSTOWN, Pa., July 24.—T. H. Watson, president of the Pennsylvania Coal and Coke Corporation, estimated today that resumption at the firm's mines would take place in the near future. He said that he had received notices at his mines today calling upon the men to meet with company officials to effect a settlement, and scoring the coal operators for rejecting its previous offers. It is expected that the Pennsylvania mines will resume operation on the basis of a sliding scale.

According to Charles Sharpnack, general superintendent of the Wilson mine of the Acme Coal and Coke Company, three miles east of here, twenty-five miners went to work late this afternoon. There are now 100 miners employed at the Wilson mine. Sharpnack says that they will continue to employ every man they can, and at the present time are shipping from eight to ten cars a day.

At Hillwood two mines now closed down are expected to resume operation Thursday.

KITTANNING, Pa., July 24.—The Allegheny River Mining Company today posted at its mines near here a notice asking its 4,000 striking miners to return to work under the 1920 wage scale.

Company officials said the offer was made by the company individually and not as a member of the Central Pennsylvania Association, to which it belongs. The mines were closed April 1, when the miners struck.

SPRINGFIELD, Ill., July 24 (By The Associated Press).—Renewed activities were reported at coal mines in central Illinois, where forces of workers began to put the mines into shape for operation. The Illinois official called for a meeting of the executive committee of the Illinois mine workers at St. Louis, Mo., next Wednesday, was taken as the first hopeful indication that the end of the coal strike in Illinois may be in sight.

CHICAGO, July 24.—Public welfare, Frank Farrington, president of the Illinois miners, declared today, demands a settlement of the coal and rail strikes.

"Immediate adjustment of the rail strike also is necessary for the good of the country," he said. "It should be settled before settlement of the coal strike, that all railroad forces may move coal as soon as the miners begin work."

He was not optimistic over settlement of the coal strike.

"I see no reason," he averred, "of changing my opinion of April 1, when I said that this strike would be settled by either one of two methods—separate settlements or government intervention."

Commenting on reports from Springfield that operators in that section were preparing to open their mines, Farrington said:

"I do not believe that the operators of Illinois will attempt to work their mines with non-union labor. They know it can't be done."

Four States Make Plans To Resume Operations

Missouri, Kansas, Oklahoma, Arkansas Operators Voice Approval of Harding's Plan

Special Dispatch to The Tribune

KANSAS CITY, Mo., July 24.—Early resumption of mine operations in Missouri, Kansas, Oklahoma and Arkansas was seen in action today by the Southwestern Coal Operators' Association to put in effect the program of President Harding for revival of the industry. A letter from the president of the association was approved by the association committee were appointed to co-operate with the Governors of the four states.

The operators also voted to "call the hand" of John L. Lewis, president of the International Mine Workers of America, regarding another joint wage conference between operators and miners. A letter will be sent to Mr. Lewis, asking him to declare himself for or against such a conference.

President Harding's formal calling of the operators to meet with the coal operators has been refused to meet his men for negotiation. H. N. Taylor, president of the operators' association, said that he had been excepting in western Pennsylvania, that operators have been trying to meet him for months.

Members of the association regard the provisions of the President's proposals as being "ample and sufficient to bring about a peaceful and orderly settlement of the strike."

In the association's membership, a state meeting in Des Moines prevented the members from attending the conference. They are reported by Mr. Taylor as being in accord with the action taken by the association.

DES MOINES, Iowa, July 24.—Acceptance in principle of President Harding's proposals by the coal owners "to go home and resume the mining of coal" was the single conclusive step taken by the coal operators' association at a closed meeting today.

Fear that the employment of the small amount of non-union mining labor available in Iowa would fail in effect to restore a flow of coal, but might cause a lasting and damaging breach between employers and employees, was reflected by the operators. They will meet again tomorrow.

Reds Blamed When Ohio Pumps Quit Coal Mines

COLUMBUS, Ohio, July 24.—President Lee Hall, of the Ohio miners' union, departed late today for Belmont, Ohio, where reports had come to him of maintenance men leaving the mines.

He said they had gone without authorization and that he would order them to return. He attributed the action of the pumpers, etc., to activities of L. W. W. agitators.

Chicago Begins to Feel Coal Shortage Pinch

Special Dispatch to The Tribune

CHICAGO, July 24.—Railroads and industrial concerns already are beginning to feel the pinch of the coal shortage and predictions were made today by men familiar with the situation that a genuine coal famine will be upon Chicago within thirty days.

Cities and towns down state are in worse condition. In several of them factories are closing and authorities announce light and electric power will be shut off because there is no coal to keep the plants operating.

Meanwhile prices are jumping. Buyers of large quantities say they are now paying \$11.65 and \$13 a ton for coal that cost them \$5.25 when the strike was called. In small quantities the price has jumped from \$5.25 to \$15.25 and \$18 a ton.

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United States Coal Purchases Cause Prices to Rise in Wales

Americans Said to Have Contracted for Entire Output for Month Ahead; Doubtful if British Unions Will Refuse to Mine for Export Here

CARDIFF, Wales, July 24.—There was a decided advance in coal prices here today on the American demand. Welsh coal, recently selling at twenty-four shillings a ton for export, is now twenty-seven shillings, and business is more active than for many months past. The leading companies are booked up until the end of August and are refusing to accept more orders.

American purchasers seem to have cleared the Welsh market for fully a month ahead, and it is believed here that America is ready to take 2,000,000 tons monthly if the strike continues.

From The Tribune's Washington Bureau

WASHINGTON, July 24.—No course in local British and Welsh coal delivered to this country in the Emergency Fleet Corporation vessels is expected from the longshoremen employed at American ports, it was declared today at the Shipping Board. It was pointed out that the coal to be imported is mined by union workmen and that the wage agreements with the dock workers runs for some time yet and it would be a direct violation of this agreement should any of the longshoremen decline to handle foreign coal.

J. B. Small, vice-president of the Fleet Corporation, said that the fleet of approximately 350,000 tons, have been chartered thus far by operators of the British shipping Board.

"All these vessels," he said, "are in European waters and will begin sailings within this next month. All of the 350,000 tons will be delivered to United States ports within forty-five days."

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LONDON, July 24.—Although the headquarters of the Miners' Federation of Great Britain is silent on the question of an embargo on coal shipments to America on account of the miners' strike in the United States, one prominent miner official said he did not believe that the British would now refuse to mine for export to the United States, in view of the fact that there were large importations of American coal during the British strike last year.

Sir Samuel L. Jones, head of a firm of coal exporters, said:

"I think the British miners would be very ill advised to restrict export. It is time British miners looked after themselves and if they want an increase in wages to improve their position they should keep their hands out of other people's quarrels."

Scotch coal, besides being shipped to the United States for the first time since the war, is also in demand in South America, which has hitherto been supplied from the United States. Export figures here are reported to be almost at pre-war levels.

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Strike Breakers Strike; Say Food Is Too Poor

DANVILLE, Ill., July 24.—Thirty men, brought here from New York by the Wabash Railroad to replace striking shopmen, have gone on a strike for better food.

The men refuse to work for the railroad, alleging they are not properly fed. The city authorities contend they are a menace in the city, because of ill feeling with strikers, and demand that the railroad take them out of town. The road contends that the men left the service of the company and it has nothing more to do with them.

The men were taken to the police station and meanwhile are getting their meals there.

Advisers Urge Harding End Rail Strike

(Continued from page one)

railroad difficulty believe that the roads will give way on the question of seniority, and do so to avoid a hard fight. The roads seem to have no other way of ending the strike. One prominent official said that, much as the roads disliked to do this, there was too much at stake for them to refuse to yield at the point. This was not the view taken by some members of the Interstate Commerce Committee, who thought the executives would hold out.

Believing that the President is strongly urging the roads to give way on this issue.

Numerous telegrams reached Senator today saying the transportation situation and coal shortage were serious and calling for action. Senator Nicholson, of Colorado, put a telegram into the record from Delta, Colo., declaring that the coal shortage, that products, especially perishables, could not be shipped, and calling for government operation of the roads.

B. & O. Officials Confer With Repairmen To-day

Special Dispatch to The Tribune

BALTIMORE, July 24.—Both the Baltimore & Ohio Railroad executives and the striking repairmen made it clear today that they were determined to take place to-morrow in Vice-President C. W. Galloway's office in the Baltimore & Ohio Central Building.

Both sides are anxious to decide whether the conference will settle the strike. It is expected the conference will continue for several days. Vice-President Galloway was asked whether he expected to result from the meeting.

"It is obvious that I cannot say what will result from it before it is held," he said.

"There are many reasons why the Baltimore & Ohio cannot hit its differences with its men independent of what the other roads may do," Mr. Galloway was asked.

"I came to discuss that," he answered.

"That he believes a separate settlement possible is proved by the statement he made last week that he believed the Baltimore & Ohio and its men could settle their differences if they met in conference."

The vote on the question of a railway clerks' strike for the 12,000 brotherhood members of the Baltimore & Ohio is so close that the last ballots received will decide it. For that reason no final figures were given out today.

The strike vote is being taken as a referendum of a Railway Labor Board order reducing wages three and four cents an hour.

Jacob M. Moses, counsel for the Federated Shop Crafts of Baltimore, sent a telegram to President Harding regarding the strike.

The telegram to President Harding requested that he order the strike to be attended by the Railroad Labor Board, railroad executives and representatives of the Federation of Labor's railway employees' department to discuss issues of the strike.

Strike Threatens Ruin to Colorado Fruit Growers

DELTA, Colo., July 24.—Financial ruin faces fruit growers of the western slope district of Colorado unless the railroad strike is ended immediately. The growers are unable to get their produce to market because the carriers cannot immediately necessary. He also made guarded admissions of train service dislocation, but on this point he declined to discuss the policy of the roads to be one of silence.

Machinists Loyal to Roads

From the point of view of the companies the most encouraging announcements were Mr. Waiber's statement that the machinists in the Schedule of the American Locomotive Works voted to support the last week against refusing to handle repairs work usually done by the shopmen, and the report in shipping circles that negotiators were under way for having repairs made on the shipbuilding plants, many of which are being repaired by the shipbuilders.

The New Haven already has closed a deal which will keep 800 men busy in the Groton Iron Works, New London, and half a dozen other concerns are said to be ready to take on similar contracts.

The apparent hope of reinforcing the announcement that the unions have been distributed to 6,000 New Haven clerks.

Senator Holloman, Governor Miller ordered State trooper to Hornell after a demonstration of several hundred Erie strikers before the City Hall there while three railroad guards were being arranged inside on a charge of manhandling a crowd of strikers. The killing of a striker was reported Sunday. The Court held all three men under \$10,000 bail for a hearing August 2.

N. Y. C., Fearing Disorder, Asks Protection for Men

SYRACUSE, July 24.—Fearing serious disorders following reported attacks to intimidate non-union men, Alexander H. Cowie, counsel for the New York Central Railroad, appealed to county judges today afternoon for greater protection of railroad property and workmen.

Sheriff Davis announced the appointment of twenty additional deputy sheriffs for duty in the strike areas in the city and vicinity.

Swimmer Leaves for England

BRIDGEPORT, Conn., July 24.—Walter Paterson, of this city, will leave for England Saturday, to attempt to swim the English Channel. The last part of August, Mr. Paterson said today that he expected to go into training as soon as he reaches England.

Both Sides See Folly in Finish Rail Struggle

Three Weeks' Strike Shows Comparative Power and Eventual Outcome Is Becoming Plain to Leaders

Eyes Turn to Washington

Disposition Toward Settlement Before Losses Are Too Heavy Is Growing

The view that the strike of railroad shopmen has gone far enough now to give a definite idea of the comparative strength of the respective parties to the struggle was expressed by both company executives and union leaders yesterday afternoon, and in consequence there seemed to be a growing feeling that it is foolish to prolong the struggle to the exhaustion of the parties. The railroad executives expressed the view Saturday that the government should settle the dispute before the losses become too great, and the union chiefs joined in that opinion yesterday.

Strikers and carriers agreed on no point other than the folly of a fight to the finish, but this was regarded as the paramount issue. Veterans of the strike said that the railroad sides are in possession of the same facts and can see practically the same outcome looming ahead of the strike, and consequently they considered it of small moment that neither side is yet willing to admit that it will have to make concessions. The mere fact that their eyes are beginning to turn toward Washington, even though dejectedly, three weeks after the strike broke out, must be taken as an encouraging sign that the end is in sight.

Outward Defiance Maintained

As for the defiant attitude maintained in both camps yesterday, there certainly was no doubt. The carriers continued to talk of forming company unions to take the place of the organizations which are now out, and their stand on the seniority issue, the stumbling block for the Chicago conferences, as announced improvement in the roads must be made if they are unable to keep their limited trains and perishable freight moving on time, and gave out a long list of demands.

The possibility of the strikers trying up the eastern railways has passed," was the announcement made at the close of a conference of local company executives at the Delaware & Hudson office here this afternoon.

"There are now 88,404 shopmen at work on these lines, as against 145,872 the day before the strike, and at that time the carriers were working on part time to furnish employment for the men who were out. Furthermore, one willing mechanic now does as much work as was done by several shopmen under the old routine."

The strikers came back with one of the most imposing delay reports which they have yet given out, a report which included the statement that the Twentieth Century missed a smash-up with a train on Sunday morning, and that the train on a parallel track jumped the rails because of an alleged defective truck. The twenty-hour train, according to the union heads, pulled up just in time to avoid a collision with one of the cars piled on its right of way.